THE WAR WILL GO ON

L. E. & W. WILL CONTINUE ITS CHEAP EXCURSIONS.

Two Pennsylvania Men Elected Directors of the Toledo, Peoria & Western Railway-Texas Rates.

The Lake Erie & Western announces another cheap rate excursion to Chicago on Saturday next, and General Passenger Agent Daly, of that line, is quoted as saying "that so long as the boats could run they would continue the cheep excursions from Indianapolis to Chicago, the company proposing to fight on this line all summer and into the fall." Last night the understanding was that the Big Four would meet the Lake Erie & Western rate and probably drop to \$1. E. O. McCormick, passenger traffic manager, last evening, had not fully decided what course the Big Four would pursue in the matter. The Fake Erie & Western starts again with a \$2.50 round-trip rate, with intimations that, if necessary, it may drop below those figures. The Lake Erie & Western has this advantage: It carries persons from all points on its line on these low rates, and the last excursion reached Michigan City with a large party of excursionists. A lit-tle rough weather, however, will make part rail and part water routes unpopular, and the more conservative railway men express the opinion that the all-rail lines were foolish in the first place to have reduced rates to meet the Lake Erie & Western, and that now is a good time to

Wabash Annual Report.

The statement of the Wabash system for the fiscal year ending June 30, 1894, which will be presented at the annual meeting of stockholders to-day, shows a deficit of \$671,706, instead of a surplus of \$247,580, derived from the previous year's traffic, and a total difference in profit of \$919,345. Strikes at the numerous coal mines on the Wabash system during last May and June caused the greater part of this loss, depriving the company of the profit of handling their product, which constituted nearly 23 per cent. of the total tonnage in the previous year. The report shows: Gross earnings, \$12,551,448; operating expenses, \$9,830,380; net earnings, \$2,721,067; miscellaneous receipts, \$128,862; deduct balance of rentals, etc., \$295,net receipts, \$2,684,764; deduct taxes, \$497,698; net profits applicable to interest, \$2,187,665; interest on bonds and rent of Eel River railway, \$2,859,431; deficit of year, \$671,765. These figures, compared with those of the previous year, show the following changes: In gross earnings, a decrease of \$1,668,995; in operating expenses, a decrease of \$877,223; in miscellaneous receipts, a decrease of \$50,916; in rental balance, a decrease of \$17,844; in net receipts, a decrease of \$734,889; in taxes, an increase of \$39,730; in net receipts applicable to interest, a de-crease of \$774,619, and in interest charges, an increase of \$144,726.

East-Bound Shipments from Chicago. Taken as a whole, freight traffic on the railroads is now better than it was this time last year. A large business in westbound shipments is reported, and it is steadily growing. It may be but a temporary spurt, but the roads are drawing from it all the encouragement they can. East-bound shipments from Chicago last week suffered a decrease as compared with those of the previous week. They amount-ed to 44,183 tons as compared with 48,059 tons for the previous week and 52,236 tons for the corresponding week last year. The tonnage of each of the competing roads last week was as follows: Michigan Central, 3,565; Wabash, 3,525; Lake Shore, 4,-626; Fort Wayne, 4,821; Panhandle, 6,212; Baltimore & Ohio, 3,023; Grand Trunk, 5,-273; Nickle-plate, 6,203; Erie, 5,258; Big Four, 1,677. Through shipments of grain, flour and provisions increased from 24,322 tons for the previous week to 26,582 tons last week. The percentage of through shipments taken by each road was as follows: Baltimore & Ohio, 6.8 per cent.; Big Four, 2.6; Erie, 2.9; Grand Trunk, 24.4; Lake Shore, 6.1; Michigan Central, 13.3; Nickle-plate, 9.7; Panhandle, 7.10; Fort Wayne, 6.7; Wabash, 7.4.

Rates in Texas Demoralized. A call was issued by the Rock Island road yesterday for a conference of the Texas lines in St. Louis to-day to consider existing demoralization in passenger rates in that State. Existing conditions there are said to be worse than in any other part of the country, and they are going from bad to worse. Under the Texas law roads doing business in that State may not be parties to any agreement concern-ing rates. It is not admitted that this law has any application to interstate traffic, but some of the roads have used it as their justification for holding aloof from all association agreements. It is believed, however, that much good may be done by a candid exchange of views on the situation, and that a common understanding may be reached which will result in a restoration of all passenger rates to a tariff basis and their maintenance there.

Proposed Division of Business. Chicago, St. Louis and Peoria line members of the Central Traffic Association were notified yesterday to attend a meeting to be held in Chicago, Sept. 26, for the purpose of preparing a plan for the division of all competitive business from and through these gateways to and through the western termini of the Trunk-line As-sociation roads. The call was issued in conformity with the resolutions adopted by the general managers at their meeting here last Friday. An earlier date would have been fixed for the meeting, but it was found that so many of the passenger men were going to attend the semi-annual meeting of the American Association of General Passenger and Ticket Agents, to be held in Quebec, Sept. 18, it would be impracticable to have a meeting in Chicago till after their return from that meeting.

Atchison Reorganization.

The Atchison protective committee yesterday issued-a circular asking for proxies to be issued at the annual election to be held at Topeka, Oct. 25, in which the committee says it is its purpose to place the control of the organization in the hands of men who are in all respects worthy of public confidence, and are widely known in rallway and financial circles. The plans of the committee in reference to the stock may be outlined as follows: The control of the property shall be left with the stockholders. No new securities shall be issued to the injury of the stock. Whatever assessments are made must be the smallest consistent with the permanent welfare of the company. The stockholdars should receive for their contributions of money the best security which the condi-

Scheme to Prevent Scalping.

Lines at interest have agreed to discontinue the sale of tickets at a rate of a fare and one-third for the round trip for the St. Louis exposition from Chicago and points within seventy-five miles thereof. In previous years Chicago was always excepted from the arrangement in connection with the St. Louis exposition. This year nothing was said of Chicago when the agreement was reached, and the rate was applied from here. It was found that through its use the general rate was being badly scalped, and the lines have agreed to prevent further manipulation by the brokers by abolishing the rate from Chicago and all points within seventy-five miles

T., P. & W. Annual Meeting. The stockholders of the Toledo, Peoria & Western met at Peoria yesterday and reduced the board of directors from nine to five. Franklin H. Head, of Chicago, and President E. F. Leonard, of Springfield, of the old board, were re-elected. J. B. Davidson, of Pittsburg, W. H. Baldwin, of Burlington, and O. F. Price, of Galesburg, were elected new directors. Of the new board of directors two are Pennsylvania men and two Burlington officials, and it is believed those lines have secured control of the property. The annual report of Prest-dent Leonard shows a deficit of \$50,439 for

Railroad Earnings. The C., C. & St. L. earned, in August, \$1,214,473, an increase over August, 1893, of \$7,331. Freight earnings show a gain for the month, this year, of \$103,120, the passenger earnings a decrease of nearly \$96,000, and the loss is wholly in comparison with the world's fair traffic. The New York Central lines earned, in August, \$3,894,467, a decrease, as com-pared with August, 1893, of \$169,444.

The Wabash has just promoted a number will be charmed with the result, for it is of freight men to passenger conductors, without equal as a dentifrice. Personal, Local and General Notes.

and of the number were freight conductors John Fording and Harry Morton. D. I. Roberts, general passenger agent of the Erie lines, is this week west on a

business trip. George B. Roberts, president of the Pennsylvania lines, will sail from England for home on Saturday. A. A. Braden yesterday took charge as

master mechanic of the Lake Shore road at its Cleveland shops. H. D. Morris has been appointed purchasing agent of the Flint & Pere Marquette, vice E. F. Weld, resigned. Dr. H. K. Weiser, of the Pennsylvania voluntary relief department, has gone East

on a two weeks' vacation. A. M. Prince, a passenger conductor on the Wabash main line, has been given a two months' leave of absence. H. A. Gibson has been appointed freight

agent of the Georgia Southern & Florida, with headquarters at Macon, Ga. Bellamy Sutton, ex-division superintendent of the Big Four, was in the city yesterday. He expects to resume railroading

It is reported that G. B. Spriggs, general freight agent of the Nickel-plate, is to be appointed traffic manager of the Lake Shore road.

L. M. Hamilton has been appointed general superintendent of the Cumberland & Pennsylvania, with headquarters at Cumberland, Pa. The title of F. E. Dewey, superintendent of transportation of the New York & New

England, has been changed to general su-In the week ending Sept. 8 there were transferred over the Belt road 13,573 cars,

and Belt road engines handled 901 carloads of live stock. F. Strayer, agent of the Monon at Del-phi, who has been off three months on a health-seeking trip, resumed his usual du-

W. P. Ijams, president of the Belt Road and Stockyards Company, has returned from Mackinac, and is looking after the races at Terre Haute.

The Chesapeake & Ohio has begun a series of improvements along its main line, looking to extending its facilities for the inauguration of faster passenger and freight service.

O. J. Gibsons, superintendent of the maintenance of way department of the Vandalia main line, with his force of clerks, will, on Oct. 1. remove his office from Terre Haute to St. Louis.

The Lehigh Valley ranks among the most completely equipped roads in this country, and its officials report every car they have in use, the volume of mercuandise traffic being unusually heavy. E. E. Harty, recently appointed train-master of the Fort Wayne division of the

Lake Erie & Western, begun railroading as a messenger boy at Attica, Ind., in the Wabash railway telegraph office. A number of delegates to the Master Car Painters' Association left last night for Buffalo to attend the annual meeting. J. A. Gohen, Henry Block and Jackson Smith,

of the Big Four shops, were of the party.

Duncan Wishart, father of Dempster

Wishart, general passenger agent of the St. Louis & San Francisco, died last week and was buried on Sunday at Wellington, Ont., the early home of General Passenger Agent Richard O'Mara, the Wabash employe buried at Logansport on Sunday, had been with the company twenty-three years in different kinds of service. He was a promi-

nent member of the Brotherhood of Locomotive Firemen. The New York Central has completed its second stretch of track laid with eightypound-to-the-yard steel. The company intends to put down a section every year. The cost of the new steel rail laid the pres-

ent year is \$1,250,000. The Big Four shops at Brightwood yeserday turned out a new postal car to take the place of the one demolished in the wreck at Fontanet, on the St. Louis division, a few weeks ago. The new car is

very complete in every respect. The story that the Vanderbilts were about to get control of the Baltimore & Ohio lines, the Reading & Philadelphia and the Jersey Central is denied by persons who would know if such a thing was to cccur. The same story gained circulation about a year ago.

The Missouri, Kansas & Texas road is officered by men formerly employed on Indiana roads, and in August the line earned, gross, \$840,049, an increase over August, 893, of \$135,579. This shows the largest gain of any road in the country, mileage considered, in the month of August.

The executive committee of the trunk Lehigh Valley road, and it will now receive instead of 3 per cent. on all business coming into Central Traffic Association territory, and 8 instead of 3 per cent. on business to Buffalo or Canadian territory.

It is reported that Drexel, Morgan & Co. have purchased the minority holdings of the Cincinnati extension bonds, which control the Cincinnati Southern and the Alabama Great Southern roads. A meeting of the bondholders has been called for Sept. 12 by a commission composed of John Greenough and others representing the minority bondholders.

Jefferson Coolidge, jr., a member of the reorganization committee of the New York & New England railroad, stated yesterday that Judge Wallace, of New York, had signed the decree for the foreclosure of the mortgages on the company's property, and that the papers will be immediately forwarded and filed in Boston.

President Woodford and Vice President Zimmerman, of the Cincinnati, Hamilton & Dayton, and Samuel Felton, jr., president of the Queen & Crescent, were in New York last week arranging for the establishing of a closer alliance between the two lines, but it is stated no consolidation is thought of, at least for the present.

An expert trackman who last week rode over the Peorla division of the Vandalia states that Benjamin McKeen, the superintendent of the division, without much flourish of trumpets, is converting it into a firstclass road. The improvements of the last twelve months, the expert says, are plainapparent in the track, the stations, dite

The movement of freight cars on the Pennsylvania road through Columbia for August reached 129,091, next to the largest of any month in the history of he road There passed eastward 2,120 trains, with 65,266 loaded cars, and 1,261 empty cars, making the east-bound movement 66.52 cars; westward there were 944 trains, with 11,314 loaded and 51,314 empty cars, making the west-bound movement 62,564 cars.

John M. Chesborough, who, on the 15th leaves the Vandalla to take the general pes-senger agency of the Baltimore & Onio Southwestern, is a thorough business man. and before he would accept the position he made it a condition that the company should require from ais enlet cleric, who ever he might be, or any person who han-dles the money of the passenger depart-ment before going to his superior officer, a good bond.

THE COURT RECORD.

Superior Court. Room 1-James M. Winters, Judge. Allen C. Parker vs. Frank O'Brien; mechanic's lien. Dismissed. James Slaughter et al. vs. Thomas J. Carpenter et al.; mechanic's lien. Dis-

Room 2-J. W. Harper, Judge. Frank M. Wright vs. Adolph Kahn; mechanic's lien. Cause dismissed. Costs paid. Room 3-Pliny W. Bartholomew, Judge. Henry S. Blue vs. Citizens' Street-railroad Company; damages. Jury finds for plaintiff for \$1,500. Wyckoff, Seamans & Benedict vs. Lawton W. Comstock; possession. Dismissed and costs paid. David B. Shideler vs. Charles W. Moore; foreclosure. Judgment for \$775.53. Decree of foreclosure and sale ordered. Madison Brewing Company vs. Charles Kahl; account. On trial by jury.

Circuit Court. Edgar A. Brown, Judge. S. Claypool vs. John S. Ferrell. Motion

for new trial overruled. Judgment on verdiet against plaintiff for \$200. Appeal granted to Appellate Court. William H. Stuckmeyer was declared restored to sanity. Rousing Republican Meetings.

The Banner Lincoln League held a rousing meeting last night at the clubrooms on North West street. Speeches were made by a number of eloquent orators and Republican enthusiasm ran high, At Elder Wilson's Church on Rhode Island street a large crowd of colored voters assembled to listen to some excellent speeches. Thad Rollins delivered the principal address of the evening and was enthusiastically received. A new political club, with a large list of members, was organized before the meeting adjourned.

Tax Commission.

The Tax Commission met yesterday morning in executive session, but had nothing to give out for publication.

She Who Would Be The Queen of Beauty must look to her teeth, for a pretty mouth is indispensable to female loveliness. Brush your teeth care-

LODGE SECEDES

KOERNER NO. 6 WITHDRAWS FROM THE KNIGHTS OF PYTHIAS.

Decision of Supreme Lodge Concerning the German Ritual Causes This Action-A Zeitungbund.

The first Knights of Pythias lodge in the country to withdraw from that order on account of the action of the Supreme Lodge prohibiting the use of the German ritual was that of Koerner Lodge, No. 6. Since the order of the Supreme Lodge was issued the members of many German lodges in this city have been discontented and talked openly of withdrawing from the order. The matter came up at a meeting of local lodge No. 6 at its meeting last night, with about two hundred members present, and a vote was taken upon the question, "Shall we secede?" which was carried unanimously. The charter was surrendered and all connections with the order were

After this question was settled those present organized themselves into a body known as "The Indiana Zeitungbund." Many of the other German lodges in the city are contemplating following the action of lodge No. 6, it is claimed, and organizing into lodges of the newly formed order. Lodge No. 6 enrolled 250 members, and was one of the first lodges of the order to be organized in this city.

THE BIG M'KINLEY MEETING.

Republican Executive Committee's Arrangements-Excursions Coming.

The executive committee of the Republican State committee met last evening for the purpose of outlining the arrangements for the McKinley meeting of Sept. 25, which is to be the formal opening of the campaign in the State. A hundred different suggestions for details have been offered to the State committee and all these were taken up and carefully discussed. It was finally determined that the meeting should be held at Tomlinson Hall at 1 o'clock in the afternoon. Should the attendance justify it, it would be easy to arrange impromptu overflow meetings. Inasmuch as the meeting is for the afternoon instead of the evening, it was de-cided not to have a general parace, but visiting delegations will be properly es-corted from the depot to Monument Place and there disband. A general reception committee will be appointed with the presidents of the local Republican clubs for a nucleus, to these will be aided the chair-men of the county and district committees. This committee will have in charge all matters of reception of delegations and of Governor McKinley himself. It will ap-point a committee of escort composed of a certain number of members from each Republican organization in the city, which will be properly provided with bands for its escort duty. It is probable also that a subcommittee will be appointed to meet Governor McKinley at Richmond or some other convenient point and accompany him

The State committee has secured from the Central Traffic Association a general order for a one-fare rate for the round trip from all points in Indiana, the tickets to be put on sale on Sept. 24 and expiring Sept. 27. The Republican clubs in various nearby cities have succeeded in making even better arrangements than this by chartering trains and making their own rates. Quite a rivalry has developed in this matter as to which city will bring the largest delegation.

After considering some other matters of a routine nature the committee adjourned.

AMUSEMENTS. Park Theater-"A Jay Circus." At just 7:45 last night the standing-room sign went out at the Park and by 8 o'clock the theater was running over with people who seemed determined to see the performance if they had to stand in a few inches of space all evening. The matinee audience was also very targe and the show kept everybody entertained from the rise to the fall of the curtain. Sherman and Morisey's comedians are a clever lot of artists. In fact a better vaudeville bill has rarely been seen here at any theater. Beginning with Emery and Marlow, who paint a picture in oil, doing everything up-

ousy for there is much to see and to laugh Probably the most prominent single featire of the programme is. Mile. Delmore's beautiful dancing. This act is similar to the one seen in "Sinbad." the gorgeous spectacle at English's, last winter, and the calcium light effects on the dancer's whiring robes are indescribably pretty. All sorts of designs and colors appear in motion in the midst of a darkened stage, and last night when pictures of McKinley, Cleveland, Harrison, Blaine and Washington were shown in rapid succession on Delmore's flying skirts there was continued applause, mingled, in Cleveland's case, with vigorous hisses. Harrison's picture evoked a tremendous outburst of enthusi-

side down, and in fifty seconds, to the last

act on the long programme, the specialties

go with a whirl that keeps the audience

Sherman and Morisey do a clever specialty early in the performance and in the circus part a screaming burlesque trapeze Then there are the Ozars, who give some sensational juggling, the sisters Howard, who do the "Fifth-avenue Swells:" an Patten, whose s exceptionally clever; McCale and Daniels. the knockabout comedians, whose buresque boxing match is the best ever seen; the four emperors of music in a very bright sketch, and other features. The programme is crowded with good things and concludes with "A Jay Circus." which shows a real circus tent and a number of incidentally funny acts. The company will remain at the Park all week with the usual daily

Empire Theater.

Rice and Barton's "McDoodle and Poodle," which opened at the Empire yesterday, is as full of lively songs, dances, jokes, "rags" and all the other ingredients of farce-comedy as ever. The company is headed by those two unctuous comedians. George W. Rice and Charles Barton, whose antics and sallies keep an audience laughing from the time of their appearance on the stage to the close of the performance. Miss Frankie Haines, the leading lady, is a comedienne of real ability. Her songs and dances were received with every mark of approval. John J. Black's character of "Rube Sparrow" is a work of art, the part being rendered without the usual exaggerated affectation of uncouthness to which impersonators of the guileless farmer are so prone. The part of Romeo Gore, the jealous tragedian, which was given last year by Al Bellman, is rendered by Jay Quigley in a satisfactory manner. The play is replete with catchy specialties. The La Porte Sisters sing "Oh, Promise Me" in voices of considerable sweetness and purity of tone. Miss Susie Moore's dancing is as graceful as any that has been seen on the stage this season. Wnitney Brothers, who are billed as "instrumentalists par excellence," give a musical act on various instruments which has the unusual merit of really being musical as well as introducing some novel effects. The company includes twenty people, among them a full dozen of young and good-looking women. The costumes are new, and the play moves at a lively rate from the rising to the falling of the curtain. Matinee perform-ances will be given each day all week.

Georgia Minstrels Coming. The well-known Georgia Minstrels will

be at English's next Friday and Saturday, with Billy Kersands, James White and half a dozen Indianapolis favorites in the company, which is the only colored one on For Fair Week.

"A Ride for Life" is the attraction for next week at English's, and Le Grand White is here now shaping things for the production, which is said to be unusually "Blue Jeans" is the Grand's opening attraction next Monday, and will be found as attractive as ever. It remains all week.

The Good Citizenship Lengue. The committee appointed by the State

convention of the Good Citizenship League Aug. 29 selected a State central committee, as follows: Alexander Gilchrist, Richmond; Solon L. Goode, Indianapolis; E. C. Stacey, M. E. Shiel, Kenneth G. Reid, Indianapolis; Judge J. L. Kirkpatrick, Kokomo; Miss Mattle Wishard, Indianapolis; H. L. Ritter, Indianapolis; H. L. Van Dorin, Kokomo;

A. B. Chaffee, South Bend; J. H. Sheldon, Rochester; Davis A. Coulter, Indianapolis; Frank R. Bailey, Indianapolis; S. A. Haines, Indianapolis; Edward Taylor, In-

The State central committee met yesterday afternoon in the Y. M. C. A. parlors. Solon L. Goode was elected chairman and M. E. Shiel secretary. The following com-mittees were appointed: Subcommittee on organization, Wilson Doan, C. E. Newlin and A. Gilchrist; committee on finance, Kenneth G. Reid, H. L. Van Dorin and Frank R. Bailey; committee on literature, H. L. Ritter, A. B. Chaffee and S. A. Haines. State headquarters will be opened in this city at once.

THE UNION RAILWAY'S CASE.

Little Progress Made in It Yesterday-A Week's Rest.

The tax injunction case of the Indianapolis Union railway occupied Judge Reinhard's attention again yesterday. Secretary William Jackson and Auditor Charles Vinnedge were the only witnesses examined, the former testifying about the organization of the Union Depot Company and the latter concerning the finances of the Belt road. It did not take these witnesses all day to tell their stories. In fact, it did not take them nearly that long, but they were frequently interrupted by the altercations of the opposing attorneys, the State's representatives fighting the testimony right along.

The evidence heard yesterday is regarded by the judge as simply a part of the railway company's effort to prove fraud in the assessment of 1891. Unless they succeed in furnishing such proof the injunc-tion case will be decided in favor of the State. Judge Reinhard has ruled from the record much of Saturday's evidence, holding that it showed the value of the railway's real estate simply as real estate, and nothing more. Both the Union Rail-way Company and the Belt were assessed over \$500,000 more in 1891 than in 1893 and 1894. There will be no further proceedings in the case until next week, owing to Judge Reinhard's previous engagements.

The Hignight License Case. Attorney Spaan and City Attorney Scott were before Judge Harper, of the Superior Court, yesterday, discussing the Hignight suit against the city. Hignight's saloon license was revoked by Mayor Denny and suit was brought in the Superior Court to enjoin the forfeiture of the license. Mr. Spaan, as attorney for Higgight, made an attempt yesterday to get the case set for trial, holding that his client was being damthe long delay. City Attorney Scott did not want the case set until the issues were made up, and the court asked him to be ready with an answer in the case by Saturday. Mr. Scott said he would probably demur to the complaint raising the question of the right to review the Mayor's action.

Cigar Maker in Trouble. Gustavus T. J. Myer, a cigar-maker at

250 Shelby street, was held for federal grand jury action by United States Commissioner Van Buren in \$200 yesterday on a charge of violating the internal revenue laws. Myer, who is not a member of the Cigar-makers' Union, had union labels printed and used them on his boxes to increase the sale of his cigars. He is also charged with failure to cancel stamps on some of his boxes and to brand them.
Myer admitted using union labels, but
said the other shortcomings with which he is charged were the result of a mistake. He is said to be worth \$10,000, and gave bond readily enough.

House Thieves Rampant Again. House thieves are causing the police much trouble. William Wishmeler, residing at No. 610 East Vermont street, reported to

the police yesterday that on Sunday night his house was broken into and \$25 stolen. Abel Angle, a conductor on the Monon railroad, and family, residing at No. 35 West Vermont street, are away from home. Last Friday night thieves effected an entrance by prying open a window and stole clothing valued at about \$100. As it was hought that the thieves might call again, patrolman Smith has been stationed at the ouse every night since, but so far has failed to notice anything out of the or-

dinary. Too Cool at Armstrong's Park. Owing to the sudden change in the weather, with the appearance of a cold wave, there was no out-door performance at Armstrong's Park last night. The indications are that the weather will grow warmer and on Wednesday night, the bill announced for last night, "Pique for Pique" and "Fun in a Boarding School" will be given. The performances at Armstrong's

will alternate this week with those at Pompeil Park. New Albany Alleged Counterfeiters. Charles Clemmens, aged nineteen, and Gus Donneli, aged thirty-five, charged with counterfeiting, were brought from New Albany last night by Deputy United States Marshal Taylor, and will appear before United States Commissioner Van Buren tolay. They are alleged to be confederates of William McComb, confined in the county jail, awaiting trial before the grand jury

on the same charge. A Plumbing Suit Appenled.

Judge Brown yesterday overruled the motion for a new trial filed by Solomon Claypool in the suit of Claypool vs. Ferrell. The case has been pending in the Circuit Court for more than a year, and involved a lot of litigation over a job of plumbing done by Ferrell. An appeal was taken to the Appellate Court.

Grand Jury Indictments. The Marion county grand jury yesterday returned the following indictments: George Canady, criminal assault; John Wooden, petit larceny; Earl Price, petit larceny; Edith Sutton, receiving stolen goods; Frank Summers, grand larceny and

Smallpox at Walkerton.

Secretary Metcalf, of the State Board of Health, went to Walkerton, St. Joseph county, yesterday noon to look into the smallpox situation there. A telegram yeserday announced one death and another new case there, making four cases in all.

WEATHER FORECAST.

Fair Till Wednesday Night and Warmer on that Day. WASHINGTON, Sept. 10 .- For Indiana and Illinois-Fair till Wednesday night: northerly winds, becoming variable; warmer Wednesday.

For Ohio-Fair till Wednesday night; cooler in southern portion; northwesterly winds; warmer Wednesday.

Local Observations.

INDIANAPOLIS, Ind., Sept. 10. Time. Bar. Ther. R. H. Wind. Weather. Pre. 7 A.M. 29.87 68 90 West. Lt. rain. 0.53 P.M. 30.08 62 60 N'west. Clear. Maximum temperature, 75; minimum temperature, 66. The following is a comparative statement of the temperature and precipitation, Sept.

Normal 0.10 Mean.... Departure from normal..... 0.53 Excess er deficiency since Sept. 1 *95 -0.03 Excess or deficiency since Jan. 1 *696 -8.62C. F. R. WAPPENHANS, Local Forecast Official. Connersville's Race Track.

To the Editor of the Indianapolis Journal: Your editorial on the "fast race track" has just been read, and I desire to make a statement in reference to the Connersville track. It may be a good track, but in no particular is it like the Indianapolis track, It was built from the same design the Richmond track was, and if it is an exact pattern it must be short of a mile in ength. Parties who have the opportunity of knowing assert that it is about twenty

measured it exactly, fearing to incur the displeasure of some parties whose names he mentioned. There is no question as to the Indianapolis track being a mile long. SHORT CHORDS. Old Couple Asphyxiated.

Ravenswood, were found in bed, dead, to-

feet short. One well-known horseman told me he knew the Richmond track is short-

how much he could not say, as he had not

day, having been asphyxiated. It is thought that the aged couple turned on the gas by mistake, as one of the jets was found wide Dr. Price's Cream Baking Powder World's Fair Highest Award.

IT STARTLES US

When We Read of Some of These Wonderful Things.

Miss Bessle L. Putnam, a well-known and popular young lady residing on the Lowell road, Lawrence, Mass., has just had a very

narrow escape from death. "Two years ago," she says, "I found I was beginning to be very nervous and that the least excitement would bring on a fit of hysteria from which it took me two or three hours to recover. My nerves got in such a bad condition that some days I would cry for hours and then have a laugh-

ing spell. "I was completely unstrung and could do nothing about our place. My stomach began to trouble me, and I could not keep anything on it. From a woman weighing 162 pounds I found myself reduced to a shadow and was so feeble that I could hardly dress myself.

"I tried several physicians, but they did not seem to be able to do anything to relieve me. I really thought my days were numbered, and, in fact, made every preparation for my death, as I fully expected to die within a short time.



MISS BESSIE L. PUTNAM.

"One of our neighbors calling wanted to know if I had ever used Dr. Greene's Nervura blood and nerve remedy, and spoke so strongly in favor of it that I thought I would try it. When I had finished the first bottle and started on the second I felt that instead of a doomed woman I was going to be cured and enjoy life.

"My nervousness grew less and I ate without my food distressing me in the least, something I had not done for two years, and I began to gain in flesh. I took six bottles, and am now a well, strong woman, and hope to live to a good old age. My faith in Dr. Greene's Nervura blood and nerve remedy is so strong that I gladly tell every one what it has done for me, and I cannot too highly express my thanks for

what Dr. Greene has done for me." It is a fact that this wonderful medicine, Dr. Greene's Nervura blood and nerve remedy, will cure when others fail, that it will save life after all hope is gone. Take it and you will regain health and vigor, for it is the medicine that cures. Dr. Greene, its discoverer, is a most successful specialist in curing all forms of nervous and chronic disease. He can be consulted at his office, 35 West Fourteenth street, New York, free, personally or by letter.

EDUCATIONAL.

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